

A RESOLUTION RATIFYING AND  
APPROVING DECLARATORY RESOLUTION  
92-65 OF THE FORT WAYNE  
REDEVELOPMENT COMMISSION AND THE  
APPROVING RESOLUTION OF THE FORT  
WAYNE PLAN COMMISSION

WHEREAS, the Fort Wayne Redevelopment Commission on July 20, 1992, adopted Declaratory Resolution 92-65, said Declaratory Resolution approving the Baker Street Urban Renewal Area, which Declaratory Resolution is attached hereto and made a part hereof and marked "Exhibit A"; and

WHEREAS, the Fort Wayne Plan Commission adopted a resolution approving Declaratory Resolution 92-65 and the Urban Renewal Plan on July 27, 1992, a copy of said Resolution being attached hereto and made a part hereof as "Exhibit B"; and

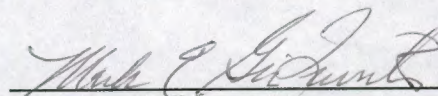
WHEREAS, pursuant to Indiana Code 36-7-14 et seq., the Redevelopment Commission may not proceed with development in an Urban Renewal Area until the approval of the Declaratory Resolution by this Common Council; and

WHEREAS, this Common Council has reviewed said Resolutions and desires to approve same.

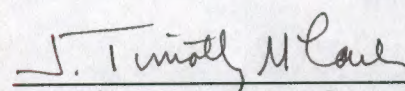
NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. Declaratory Resolution 92-65 of the Fort Wayne Redevelopment Commission, attached hereto as "Exhibit A" and the Resolution of the Fort Wayne Plan Commission, attached hereto as "Exhibit B", are hereby approved, ratified, and confirmed.

SECTION 2. This Resolution shall be in full force and effect from and after its passage and approval by the Mayor.

  
Councilmember

APPROVED AS TO FORM  
AND LEGALITY

  
J. Timothy McCaulay, City Attorney



DECLARATORY RESOLUTION 92-65

BAKER STREET URBAN RENEWAL AREA

WHEREAS, the Fort Wayne Redevelopment Commission has made investigations, studies, and surveys of various blighted and deteriorated areas within the City of Fort Wayne, Indiana, and of the causes contributing to such blight and deterioration; and

WHEREAS, such investigations, studies, and surveys have been made in cooperation with the various departments and bodies of the City and have been directed toward determining the proper use of land and improvements thereon so as to best serve the interests of the City and its residents, and as a result of such investigations, studies, and surveys, the Commission has found that the area described in the Baker Street Urban Renewal Plan is blighted and deteriorated. Specifically, the following described area is found and declared to be blighted and deteriorated to such an extent that such conditions cannot be corrected by regulatory processes or by the ordinary operation of private enterprise without resort to the provisions of the Redevelopment of Blighted Areas Act of 1981 [P.L. 309 and 310 of the Acts of 1981 of the General Assembly of the State of Indiana, as amended and supplemented, (the "Act")] and which area is described in Exhibit A, attached hereto and incorporated by reference herein; and

WHEREAS, the Commission has heretofore caused to be prepared maps and plats showing the boundaries of the hereinafter described blighted and deteriorated area, the location of the property, streets, alleys, and other features affecting the renewal of said area, indicating any parcels of property to be excluded from the acquisition and the portions of the area which are to be devoted to streets, alleys, sewerage, playgrounds and other public purposes under the Urban Renewal Plan; and

WHEREAS, there was presented to this meeting of the Redevelopment Commission for its consideration and approval a copy of the Urban Renewal Plan, consisting of \_\_\_\_\_ pages and \_\_\_\_\_ exhibits.

NOW, THEREFORE, BE IT RESOLVED by the Fort Wayne Redevelopment Commission, Governing Body of the City of Fort Wayne Department of Redevelopment that the Urban Renewal Plan for the Baker Street Urban Renewal Area, dated July 20, 1992, consisting of \_\_\_\_\_ pages and \_\_\_\_\_ exhibits is hereby approved subject to a Confirmatory Resolution after a duly called meeting.

BE IT FURTHER RESOLVED that in all proceeding relating to the redevelopment of the herein described area the same shall be referred to as the "Baker Street Urban Renewal Area."

BE IT FURTHER RESOLVED that the Commission now declares the herein described area as blighted and deteriorated and a menace to the social and economic interests of the City of Fort Wayne and its residents, and that the renewal of said area depicted on the above referenced maps and plats under the provisions of the Act will be of public utility and benefit, and that the Redevelopment Commission has acquired all of such land and interests therein within said boundaries with the exception of those parcels to be excluded as indicated on maps of the area.

BE IT FURTHER RESOLVED that the urban renewal of such area be in accordance with the Urban Renewal Plan for the Baker Street Urban Renewal Area.

BE IT FURTHER RESOLVED that the Commission now proposes the following findings subject to confirmation after a duly called public hearing:

- a. The plan for the Urban Renewal Area will eliminate blight, stimulate new growth and development, and result in the reuse of vacant structures.

- b. The plan for the Urban Renewal Area cannot be achieved without the designation of the area as an Urban Renewal Area because of the existence of blighted conditions as defined at Indiana Code 36-7-1-3.
- c. The public health and welfare will be benefitted by accomplishment of the plan for the Urban Renewal Area.
- d. The accomplishment of the plan for the Urban Renewal Area will be of public utility and benefit to the City of Fort Wayne in that the accomplishment of the plan will result in the attraction of new jobs, an increase in the property tax base, and the elimination of blighted conditions from the area.
- e. The plan for the Urban Renewal Area conforms to other development and redevelopment plans for the City of Fort Wayne, and conforms to the comprehensive plan of the City of Fort Wayne.

BE IT FURTHER RESOLVED, pursuant to Section 36-7-14-39 of the Act, that:

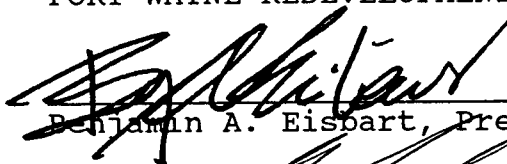
- a. As used in this Declaratory Resolution for the purposes of distribution and allocation of real property taxes "allocation area" means all of the area described in Exhibit A to this Declaratory Resolution.
- b. Any real property taxes hereafter levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable real property within the allocation area described in this Declaratory Resolution shall be allocated and distributed as follows:
  - 1. Except as otherwise provided in this section, the proceeds of such taxes attributable to the lesser of:
    - i. the assessed value of such property for the assessment date with respect to which the allocation and distribution is made, or
    - ii. the assessed value of all such property as finally determined for the assessment date immediately preceding the effective date of the allocation provision of this Declaratory Resolution; shall be allocated to and when collected paid into the funds of the respective taxing units.
  - 2. Except as otherwise provided in this section, property tax proceeds in excess of those described in subdivision (1) shall be allocated to the redevelopment district and, when collected, paid into a special fund for that allocation area that may be used by the redevelopment district only to:
    - i. pay the principal of and any interest on any obligations payable solely from allocated tax proceeds which are incurred by the redevelopment district for the purpose of financing or refinancing the redevelopment of the allocation area;
    - ii. restore the debt service reserve for bonds payable solely or in part from allocated tax proceeds in the allocation area;
    - iii. pay the principal and interest of bonds payable from allocated tax proceeds in that allocation area and from the special tax levied under Indiana Code 36-7-14-27;

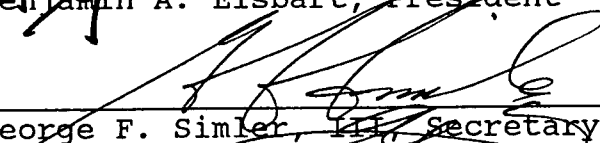
- iv. pay the principal of and interest on bonds issued by the City of Fort Wayne to pay for local public improvements in or serving the allocation area;
  - v. pay premiums on the redemption before maturity of bonds payable solely or in part from allocated tax proceeds in the allocation area;
  - vi. make payments on leases payable from allocated tax proceeds in the allocation area under Indiana Code 36-7-14-25.2;
  - vii. reimburse the City of Fort Wayne for expenditures made by it for local public improvements [which include buildings, parking facilities, and other items described in Indiana Code 36-7-14-25.1(a)] in or serving the allocation area;
  - viii. reimburse the City of Fort Wayne for rentals paid by it for buildings or parking facilities in or serving the allocation area under any lease entered into under Indiana Code 36-1-10;
  - ix. pay all or a portion of a property tax replacement credit to taxpayers in the allocation area as determined by the Commission by separate resolution; or
  - x. pay expenses incurred by the Redevelopment Commission for local public improvements in or serving the allocation area [which include buildings, parking facilities, and other items described in Indiana Code 36-7-14-25.1(a)].
3. When the monies in the allocation fund are sufficient to pay when due all principal and interest on bonds described herein, and is not needed for the other purposes described herein, monies in the allocation fund in excess of that amount shall be paid to the respective taxing units in the manner provided in subdivision (1) of this section.

BE IT FURTHER RESOLVED that a notice shall be published in accordance with the requirements of Indiana Code 5-3-1 fixing a date of a public hearing for the receiving and hearing of remonstrances and objections from persons interested in or affected by the proceedings pertaining to the proposed project and for the final determination of the public utility and benefit thereof.

BE IT FURTHER RESOLVED that notice be mailed not less than ten (10) days prior to said public hearing to all affected neighborhood associations, and to persons owning property within the proposed area.

FORT WAYNE REDEVELOPMENT COMMISSION

  
Benjamin A. Eisbart, President

  
George F. Simler, III, Secretary

ADOPTED: 7-20-92

## EXHIBIT A

### Legal Description

Lots 34, 36, 37, 38, 39, 40, 41, 42, Lot 35 except the west 12 feet, Lot 43 except the east 12 feet, also except that part of Lot 43 described as follows: Beginning on the north line of said Lot 43, west 16 feet from the northwest corner of the east 12 feet of said Lot; thence east 16 feet along said north line to said northwest corner; thence south 45 feet along the west line of said east 12 feet; thence northwesterly to the point of beginning; the vacated alley south of the above described Lots, vacated Webster Street, all in Baker's Addition to the City of Fort Wayne (Wayne Township, Section 11, Township 30 North, Range 12 East, Allen County, Indiana) as recorded in the plat thereof in the Office of the Recorder of Allen County, Indiana.

RESOLUTION OF THE  
FORT WAYNE PLAN COMMISSION

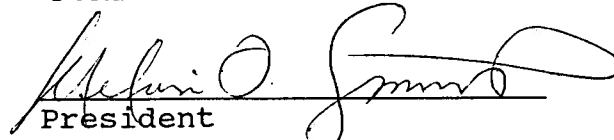
The Plan Commission of the City of Fort Wayne in its Business Meeting of July 27, 1992, having before it a copy of the Fort Wayne Redevelopment Commission's Declaratory Resolution 92-65 and the accompanying Urban Renewal Plan, adopted by the Redevelopment Commission on July 20, 1992, together with the necessary supporting data, all of which have been duly considered, the Fort Wayne Plan Commission, upon a motion by Steve Smith, and seconded by Robert Hutner, and by a vote of 5, adopted the following resolution:

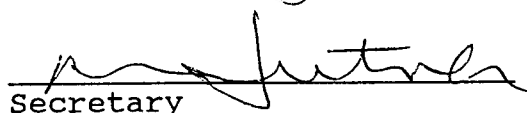
WHEREAS, at the Fort Wayne Plan Commission Business Meeting on July 27, 1992, the Fort Wayne Redevelopment Commission submitted to the Plan Commission the Baker Street Urban Renewal Plan, together with the supporting data, all as required by the Redevelopment of Blighted Areas Act of 1981 (P.L. 309 and 310 of the Acts of the General Assembly of the State of Indiana, as Amended and Supplemented) and said Urban Renewal Plan, having been duly considered by the Fort Wayne Plan Commission, is found to be in conformance with the Master Plan of Development for the City of Fort Wayne; and

NOW, THEREFORE, BE IT RESOLVED by the Fort Wayne Plan Commission that said Baker Street Urban Renewal Plan conforms to the Master Plan of Development for the City of Fort Wayne, and said Plan and Declaratory Resolution 92-65 are hereby approved.

BE IT FURTHER RESOLVED that the President of this Commission is hereby authorized to deliver to the Fort Wayne Redevelopment Commission and to the Common Council of the City of Fort Wayne a certified copy of this Resolution which shall constitute the approving order of the Fort Wayne Plan Commission.

FORT WAYNE PLAN COMMISSION

  
President

  
Secretary

ADOPTED: July 27, 1992

DATA TO SUBSTANTIATE A FINDING OF BLIGHT  
PURSUANT TO THE ADOPTION OF A DECLARATORY RESOLUTION  
FOR THE BAKER STREET URBAN RENEWAL AREA

Prepared by the Fort Wayne Redevelopment Commission

July 1992

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### Legal Description and Property Description

#### Maps

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- 3. Land Use
- 4. Ownership



## I. INTRODUCTION

The purpose of this report is to substantiate the adoption of Declaratory Resolution 92-65, establishing the Baker Street Urban Renewal Area ("Study Area"). The Study Area can be generally described as the area bounded on the east by Harrison Street; on the south by the Conrail railroad elevation and retaining wall; on the north by Baker Street; and on the west by the west line of Lot 34 of Baker's Addition (Refer to Map 1). The information in this report is provided to assist the Redevelopment Commission in its deliberations regarding the adoption of the aforementioned resolution declaring the Study Area to be a "blighted area" within the definition of Indian Code 36-7-1-3.

## II. BASIS FOR A DECLARATORY RESOLUTION

The Indiana Code [Section 36-7-14-15(a)] provides that:

Whenever the redevelopment commission finds that an area in the territory under their jurisdiction has become blighted to an extent that cannot be corrected by regulatory processes or the ordinary operations of private enterprise without resort to this chapter, and that the public health and welfare will be benefitted by the acquisition and redevelopment of the area under this chapter, the commission shall cause to be prepared: (1) maps and plats; (2) lists of the owners of the various parcels of property proposed to be acquired; and (3) an estimate of the project acquisition cost.

The Code [Section 36-7-14-15(b)] also states that:

After completion of the data required by subsection (a), the redevelopment commission shall adopt a resolution declaring that the blighted area is a menace to the social and economic interest of the unit and its inhabitants, and that it will be of public utility and benefit to acquire the area and redevelop it under this chapter.

## III. FINDING OF BLIGHT

### A. Definition of a Blighted Area

The Indiana Code (Section 36-7-1-3 defines "blighted area" as "an area in which normal development and occupancy are undesirable or impossible because of:

1. lack of development;
2. cessation of growth;
3. deterioration of improvements;
4. character of occupancy;
5. age;
6. obsolescence;
7. substandard buildings; or

8. other factors that impair values or prevent a normal use or development of property."

B. Lack of Development and Cessation of Growth

1. General

The Study Area consists of the Baker Street Train Station, which is situated on a parcel of land approximately 1.58 acres in size, and an adjacent vacant lot. The Train Station was once a bustling transportation center. However, the nation-wide decline in passenger rail service marked a turning point for the old depot. IN recent years the Station has been characterized by underutilization, vacancy, deterioration, and destructive alteration.

2. Vacancy

Passenger rail service to Fort Wayne was discontinued on November 11, 1990. The Train Station has been vacant ever since. Efforts to redevelop the Station date to 1986 with the publication of a City-commissioned feasibility study to convert the Station to a multi-modal transportation center. The study concluded that the project was not economically feasible. A few years later the local historic preservation organization attempted unsuccessfully to get a development project underway involving the International Education Center from Tokyo, Japan. The Redevelopment Commission has been actively seeking a developer for the property since the spring of 1991. The Commission has entertained expressions of interest on an on-going basis, and has issued two formal Requests for Proposal. Thus far an acceptable developer has not been found.

C. Character of Occupancy

The railroad companies maintained a minimal presence at the Station during the last few years of their occupancy. Conrail, the Station's former owner, moved out in the early 1980's, leaving only Amtrak to occupy a mere fraction of the building.

The railroad companies were also very poor stewards of the property. Maintenance was deferred completely, and the building fell into a serious state of disrepair. The roof leaked so badly that thousands of dollars of damage has been incurred to the ceiling and wall plaster. Entire rooms were stacked high with old records, fallen plaster and ceiling panels - all soaking wet. The former freight house, or Railway Express Office (REO) building, was so deteriorated that it had to be demolished in the summer of 1989.

D. Age and Obsolescence

The Station was constructed between 1912 and 1914. The building's mechanical systems, floor plan, and some structural systems do not comply with present building codes and will have to undergo modification or replacement. It will be costly to bring the building up to modern standards of occupancy, primarily:

- \* The windows throughout the building have single pane glass, making them less energy efficient than replacement windows.
- \* The heating, ventilation, and air conditioning will have to be completely replaced. The building has no air conditioning, and the Station is heated by a steam radiator system.
- \* Since there is no second means of egress from the second story east and west wings, the building does not meet fire code.
- \* The building's electrical wiring does not meet code.
- \* The building is not in compliance with the Americans with Disabilities Act.

E. Substandard Buildings

Vandalism, neglect, and exterior alteration have taken a great toll on the Train Station. Outright theft accounts for the loss of most of the Station's furnishings and ornamentation. The roof was left to deteriorate to the point that a total replacement has been necessary. Much of the Station's character defining architecture was lost to a 1952 "renovation." Cost estimates to rehabilitate the Station range from a conservative \$1.5 million renovation cost to over \$2 million for a complete historic restoration.

F. Finding

The foregoing data describes the conditions in the Study Area in sufficient detail to substantiate a finding of blight in accordance with the definition of a "blighted area" set forth in Indiana Code 36-7-1-3.

IV. PLAN COMPLIANCE

A. Downtown Fort Wayne Redevelopment Study

Prepared in 1990 by the consultant firm of Trkla, Pettigrew, Allen & Payne, Inc., the study specifically

addresses the Baker Street Station, and recommended renovating the Station and incorporating it into a larger planned office campus. The plan states: "This station would then have reuse potential for specialty retail, commercial or office uses."

B. Downtown Comprehensive Plan and Development Strategy

1. Concept Plan

The plan was prepared by Trkla, Pettigrew, Allen & Payne in 1986. The plan divides the downtown into several districts, each with its own development concept. The Train Station is located within Area "J" identified as the "Transitional Office/Housing District." The plan recommends that: "the (Train Station) and adjacent vacant industrial buildings ... should eventually be reused or redeveloped for activities compatible with and supportive of the larger district. At a minimum, these properties should be upgraded and more adequately maintained."

2. Urban Design

The design manual contains a subsection dealing with downtown buildings, the overall goal being "to preserve, improve and enhance significant historic buildings." In general, the manual states, "Where buildings with special architectural or historic interest are currently vacant or underutilized, compatible reuse for new activities should be encouraged." The manual specifically identifies the Station as a building with special architectural or historic interest.

C. Fort Wayne Comprehensive Plan

The Train Station is located within the plan's "Central Area." The plan's three main goals for the Central Area are 1) to maintain existing development; 2) to halt deterioration; and 3) to encourage reinvestment.

Historic preservation is among the plan's General Policies and Strategies for the Central Area. As the plan states, "Preserving (historic ) structures will help maintain the historic identity of the City. In many instances, the preservation of these structures will provide special community attractions for Fort Wayne Residents and visitors."

"Landmark structures with public use potential can be preserved by securing commitments for those uses and by pursuing funding opportunities for their preservation and reuse. Private sector involvement should be encouraged through the use of existing tax incentives. Joint public/private development projects should also be promoted."

D. Summary

As can be seen from the above review, the plan for the redevelopment of the Baker Street Railroad Station conforms to adopted plans in effect for the City, the Downtown, and the area surrounding the Station.

V. ESTABLISHMENT OF PUBLIC BENEFIT

The redevelopment plan for the Baker Street Station will accomplish the goals set forth in the plans outlined above. By encouraging private rehabilitation of the Station, the Redevelopment Commission hopes to create jobs preserve a local historic landmark, further revitalize the Downtown, and increase the City's tax base.

VI. THE URBAN RENEWAL PLAN

An urban renewal plan has been prepared for the Baker Street Urban Renewal Area which conforms to all applicable plans for the area. The plan indicates land acquisition, public improvements, rehabilitation, and land use.

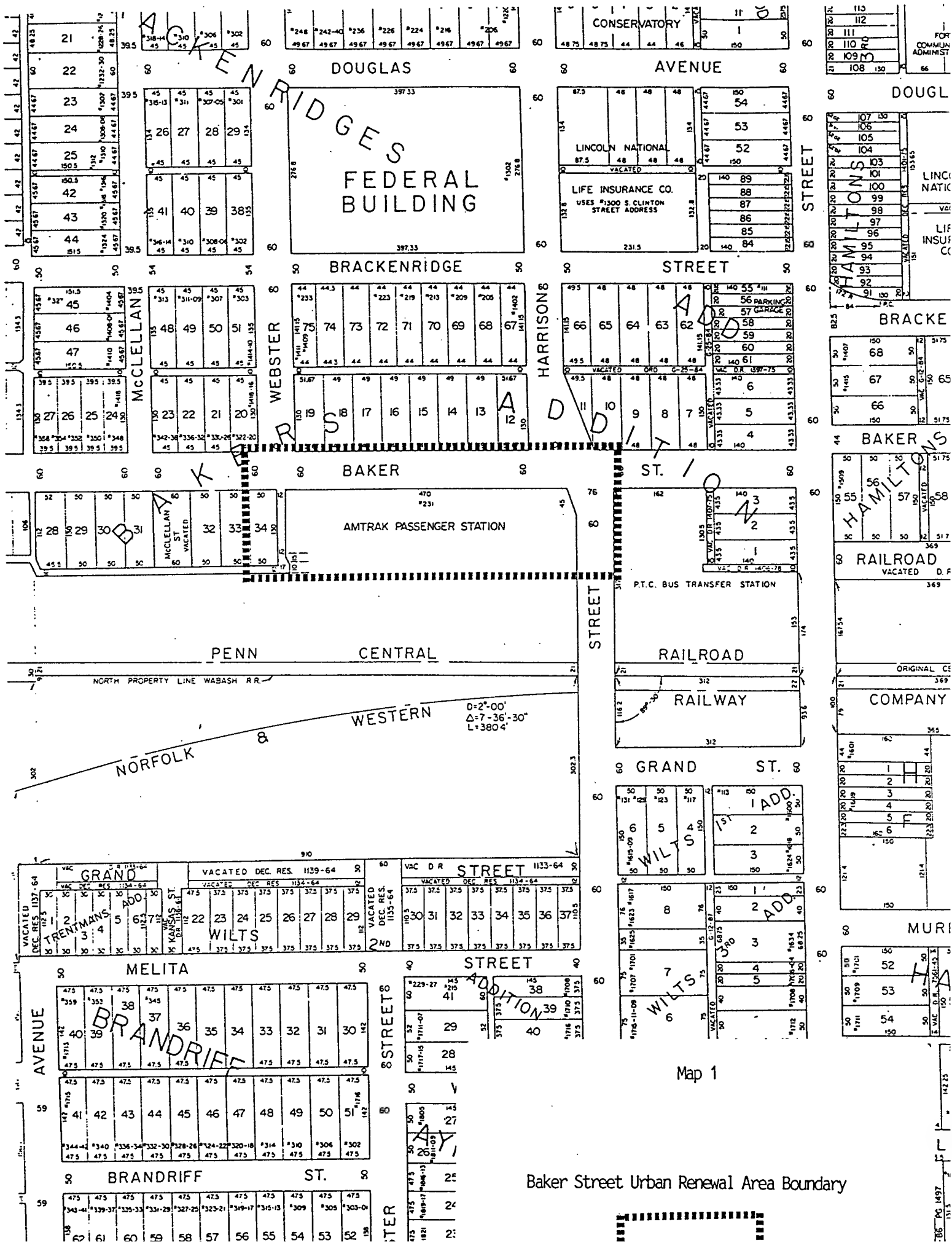
VII. REAL PROPERTY ACQUISITION

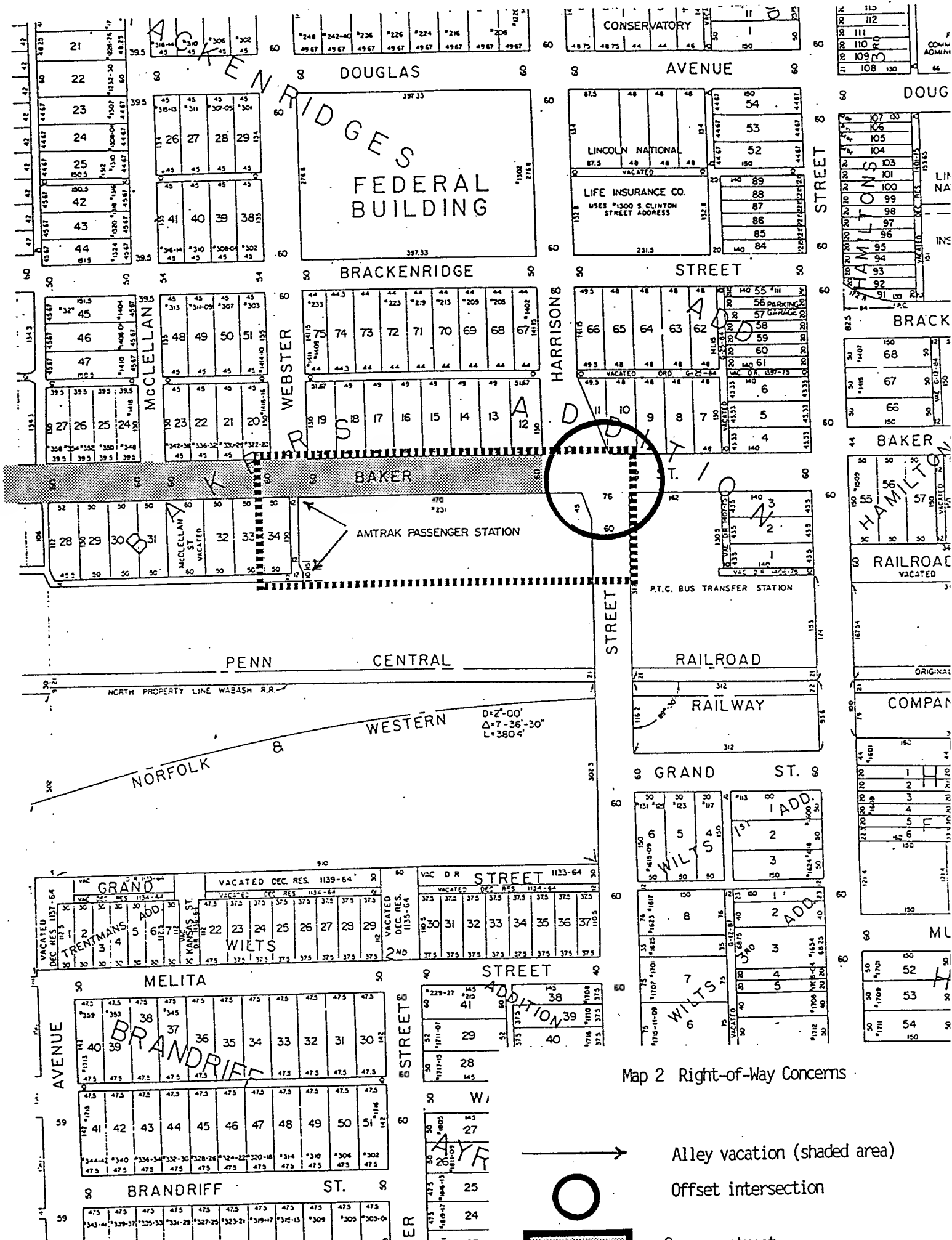
The Redevelopment Commission holds clear title to the Baker Street Station. No additional acquisition is contemplated at present.

CONCLUSION

The condition of the Study Area has been described and the benefit to the public of creating the proposed urban renewal area has been established. Accordingly, all necessary steps have been taken to permit the Redevelopment Commission to consider a declaratory resolution as required by Indiana law.

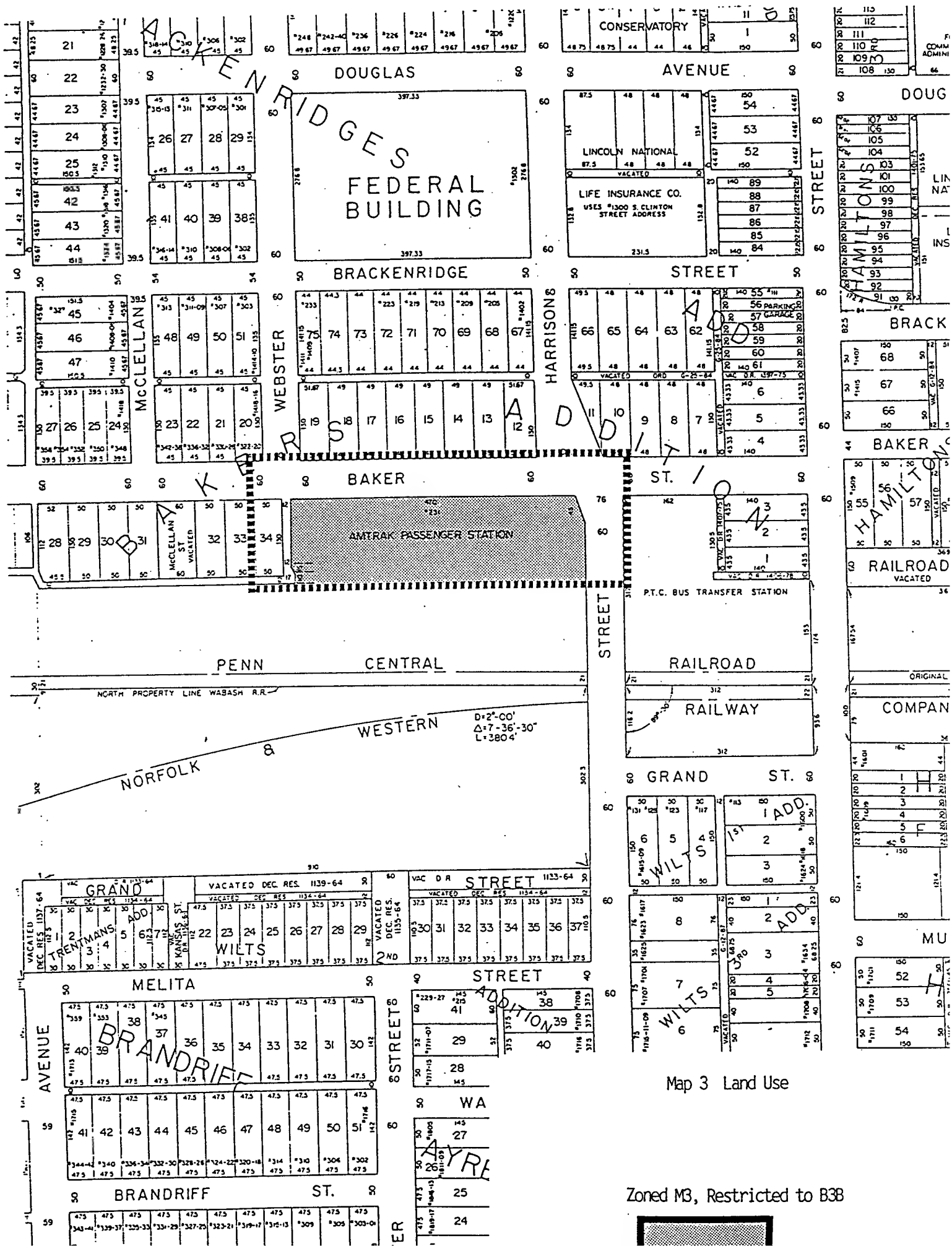






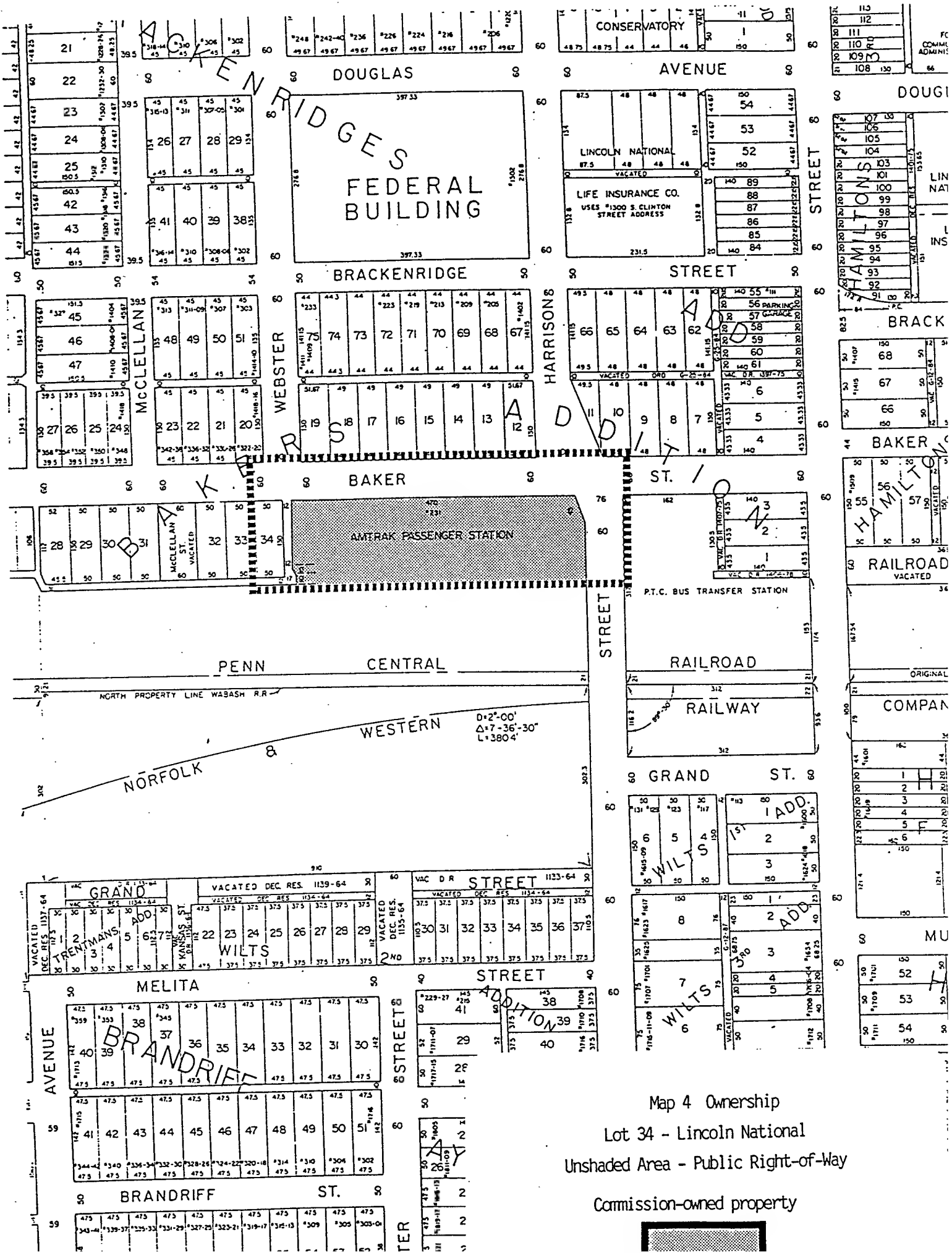
Map 2 Right-of-Way Concerns

Alley vacation (shaded area)  
Offset intersection



Map 3 Land Use

Zoned M3, Restricted to B3B



Map 4 Ownership  
Lot 34 - Lincoln National  
Unshaded Area - Public Right-of-Way  
Commission-owned property

## APPENDIX A

### LEGAL DESCRIPTION:

Lots 34, 36, 37, 38, 39, 40, 41, 42, Lot 35 except the west 12 feet, Lot 43 except the east 12 feet, also except that part of Lot 43 described as follows: Beginning on the north line of said Lot 43, west 16 feet from the northwest corner of the east 12 feet of said Lot; thence east 16 feet along said north line to said northwest corner; thence south 45 feet along the west line of said east 12 feet; thence northwesterly to the point of beginning; the vacated alley south of the above described Lots, vacated Webster Street, all in Baker's Addition to the City of Fort Wayne (Wayne Township, Section 11, Township 30 North, Range 12 East, Allen County, Indiana) as recorded in the plat thereof in the Office of the Recorder of Allen County, Indiana.

### PROPERTY DESCRIPTION:

The area subject to this designation consists solely of the station proper and the immediately surrounding grounds. The principal structure was erected in the Arts and Crafts style in 1912-1914. The two story station, with its cruciform plan, is clad in semi-glazed buff brick, originally trimmed in unglazed yellow terra cotta. A gabled main wing contains the concourse and is flanked by lesser wings on either side, a single story, flat-roofed area spans between the rear of the station and the retaining wall of the track elevation.

A mixture of classical and medieval "devices" comprise the exterior treatment of the building. The large arched window situated in the entry reflecting the barrel vaulted concourse, elaborately buttressed corners, parapetted gables, and pilasters on the side walls serve as dominate exterior features. The existing ornamental streetlights and brick-paved parking lots strongly contribute to historical orientation of the station.



URBAN RENEWAL PLAN  
BAKER STREET URBAN RENEWAL AREA

Prepared by the Fort Wayne Redevelopment Commission

July 1992

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- 2. Right-of-Way Concerns
- 3. Land Use
- 4. Ownership

## APPENDIX

Legal Description; Property Description; and Synopsis of Significance

## I. INTRODUCTION

The Baker Street Railroad Station is an architectural and historic landmark located on the south edge of Downtown Fort Wayne at the southwest corner of Harrison and Baker Streets (Refer to Map 1). Appendix "A" contains a legal description of the proposed urban renewal area, a description of the Station, and a summary of the applicable sections of the municipal historic preservation ordinance under which the Station was eligible for designation as a landmark.

The building was opened in 1914 and remained in continuous use until 1990. In recent years, however, the Station fell into a state of serious disrepair, and the majority of the building was unoccupied. Efforts to redevelop the Station date to 1986 with the publication of a City-commissioned feasibility study to convert the Station to a mass transportation center. In later years, a local historic preservation group attempted to get a development project underway involving the International Education Center from Tokyo, Japan. All such efforts to redevelop the Station have failed due either to a lack of funds or the uncooperativeness of the railroad companies.

The Station was vacated by Amtrak in November 1990, and was soon thereafter designated by the City as a local historic landmark to protect the building from imminent demolition by its then-owner, Conrail. The Redevelopment Commission assumed ownership of the Station in the spring of 1991, and has been actively seeking a private developer for the property. The Commission is spending approximately \$250,000 of the City's 1990 Community Development Block Grant allocation to stabilize the Station and make it more marketable for development. The proposed urban renewal area is the next step in the Commission's effort to redevelop the property.

## II. STATEMENT OF PROJECT OBJECTIVES

### A. General Objectives

1. To enhance the central business district through the development of the southwest downtown area in accordance with the Downtown Comprehensive Plan and Development Strategy and the Downtown Fort Wayne Redevelopment Study.
2. To support existing and proposed downtown development by generating new activities, particularly in the evenings and on the weekends.
3. To encourage rehabilitation and or development of adjacent areas.

4. To remove blighting influences and substandard, obsolete structures which have an adverse effect on downtown development.
5. To promote attractive development and efficient use of land within the downtown.
6. To provide improved pedestrian and vehicular circulation, adequate off-street parking and loading facilities, and improved access to mass transit.

B. Specific Design Objectives

To stabilize and preserve the Baker Street Railroad Station, market the property, and encourage its private redevelopment.

III. URBAN RENEWAL TECHNIQUES TO BE USED

A. Acquisition

The Redevelopment Commission has clear title to the Station and a parcel approximately 1.58 acres in size (Refer to Map 4). No additional land acquisition is proposed at this time.

B. Rehabilitation

It is the aim of the Redevelopment Commission to undertake such rehabilitative work as is necessary to stabilize and preserve the Baker Street Station, and to encourage its re-use. A private developer is being sought to develop the Station, and to undertake complete interior and exterior rehabilitation and site work.

C. Acquisition Policies

The Redevelopment Commission will follow the land acquisition procedure set forth in I.C. 36-7-14-19, as amended and supplemented. The legislation provides for the acquisition of land through the exercise of the power of eminent domain, should condemnation proceedings be deemed necessary.

D. Leasing

To meet the objectives of this plan, the Redevelopment Commission may lease property it has acquired to public or private entities. The Commission will follow the procedures for leasing of real property described in Section 36-7-14-22 of the Indiana Code.

E. Acquisition of Easements

Where necessary to carry out this plan, the Redevelopment Commission may acquire easements to allow the installation, relocation, or attachment of public utilities, or improvements on property which the Commission does not own.

G. Project Improvements

The provision of public improvements in the urban renewal area will be undertaken as required to accommodate new development and enhance the function and appearance of the area. Such improvements will include, but not be limited to the following:

1. Relocation of existing utilities

Existing utilities (public and private) will be relocated when necessary to achieve project objectives. All utility relocation shall be underground, where feasible, or otherwise below pedestrian level.

2. New utilities

When necessary to serve the area, new utilities will be provided. Any such new utility shall be underground, where feasible, or otherwise below pedestrian level.

3. Streets and Sidewalks

New sidewalks, street trees, and landscaped areas will be provided as necessary. Streets will be rebuilt or repaved as necessary.

IV. LAND USE PLAN AND DEVELOPMENT CONTROLS

To achieve the objectives of this plan, land use in the urban renewal area will be subject to the regulations and controls specified or referred to in this section.

A. Land Use Plan

Map 2 portrays the road network. The existing traffic pattern makes access to the Station difficult: 1) Baker Street is one-way from Fairfield Avenue to Harrison Street; and 2) There is a bend in Harrison Street at the Baker Street intersection. Adjustments to the roadway, traffic pattern, signage, and signalization to address these problems may be made based upon the eventual land use at the Station and the surrounding area.



There is an alley which separates the Commission's property and Lot 34. The alley is no longer used or needed, and the Commission proposes to vacate the alley to facilitate the consolidation of land for a potential development project.

Map 3 portrays the proposed land use. The urban renewal area is zoned M1 and M3. However, the Redevelopment Commission will restrict development of the property it owns to those uses permitted in the B3B zoning classification.

B. Development Controls

1. Historic Preservation Regulations

All rehabilitative/restorative work shall be in conformance with Fort Wayne's historic preservation laws and regulations.

2. Loading and Service

Servicing of the building shall be off the street. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the specific use proposed. Off-street loading facilities shall be designed so as to discourage vehicles from obstructing the right-of-way, and shall be adequately screened.

3. Signs

All signs shall comply with current applicable municipal codes and regulations.

4. Parking

Prior to final approval of any development plan, the Commission shall make a determination that sufficient parking to serve the proposed use is or will be available within a reasonable distance.

5. Other Regulations and Controls

a. In the event of any question regarding the meaning of the controls or other provisions of this plan, the interpretation placed thereon by the Redevelopment Commission shall be final and binding.

b. No use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic

disturbance, radiation, smoke, cinders, odors, obnoxious dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety, or general welfare.

- c. The Fort Wayne Redevelopment Commission may establish such interim uses as it deems feasible and desirable in the public interest on property which has been acquired and not yet sold to a developer, provided such interim use does not have an adverse effect upon the surrounding area.
- d. There shall be no restriction of occupancy or use of any part of the urban renewal area or any facility constructed therein on the basis of race, creed, color, sex, or national origin.
- f. All public improvements within the urban renewal area shall be designed so as to facilitate access by the handicapped.

C. Development Plan Review

Since taking title to the Station, the Commission has twice issued a Request for Proposal (RFP) to develop the property. The latest RFP is current as of the writing of this plan, and proposals are due August 17, 1992.

The Redevelopment Commission shall review all development proposals for compatibility with project and design objectives. For its review, the Commission may draw upon such technical assistance as it deems necessary.

The Commission has set forth certain guidelines within the text of the RFP, and shall inform all prospective developers of any additional specific design requirements and objectives prior to the disposition of any project.

As soon as possible after the selection of a developer, the Commission shall inform him/her of required submission material in accordance with established review procedures.

For all proposed developments, the site plan, exterior design of the building, landscaping, signs, and all other items related to design, shall be subject to the approval of the Commission.

D. Duration of Controls

This plan, its regulations and requirements shall be in effect for fifty (50) years from the date of its adoption by the Redevelopment Commission, Plan Commission, and City Council.

V. OBLIGATIONS OF DEVELOPERS

The land owned by the Redevelopment Commission will be disposed of subject to an agreement between the Commission and the developer. The developer will be required by the contractual agreement to observe the development controls outlined in this plan. The developer will not be permitted to defer the start of construction for a period longer than that required for the preparation of the necessary plans and their review and approval by the Commission and other governing agencies.

In addition, the following provisions will be included in the agreement:

1. Submission of a plan and schedule for the proposed development.
2. Purchase of land is for development and not for speculation.
3. Construction and other improvements will be completed within a reasonable time.
4. The developer, his/her successors and assigns, agree not to discriminate against any person or group of persons on the basis of race, creed, color, sex, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises or improvements constructed thereon. The above provision will be perpetual and will run with the land disposed of by the Commission within the urban renewal area.

Additional controls, restrictions, and building requirements may be imposed by the Redevelopment Commission in its Request for Proposal.

VI. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

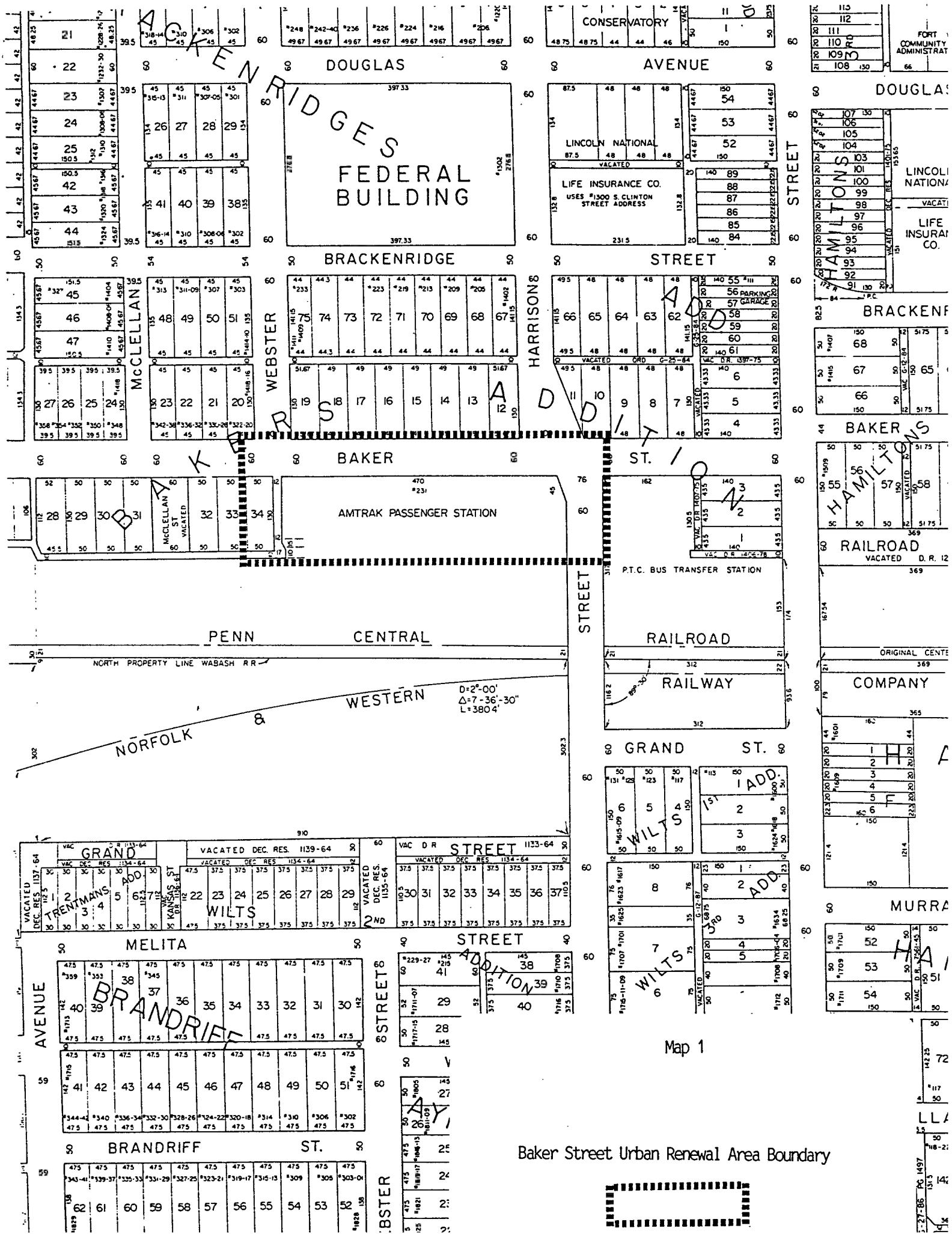
All provisions necessary to comply with State and local law have been met by this plan and supporting documents:

- A. A resolution declaring the Baker Street Urban Renewal Area as a blighted and deteriorated area, exhibiting a lack of development and cessation of growth, has been adopted by the Redevelopment Commission.

- B. The urban renewal plan indicates the extent and location of land acquisition, public improvements, rehabilitation, and proposed development.
- C. No zoning changes are required by the plan at this time.
- D. The plan sets forth the permitted land uses, densities, building requirements, and other development controls.
- E. The plan conforms to the Master Plan of Development for the City of Fort Wayne and specific local objectives, in particular, those outlined in the Downtown Comprehensive Plan and Development Strategy and the Downtown Fort Wayne Redevelopment Study

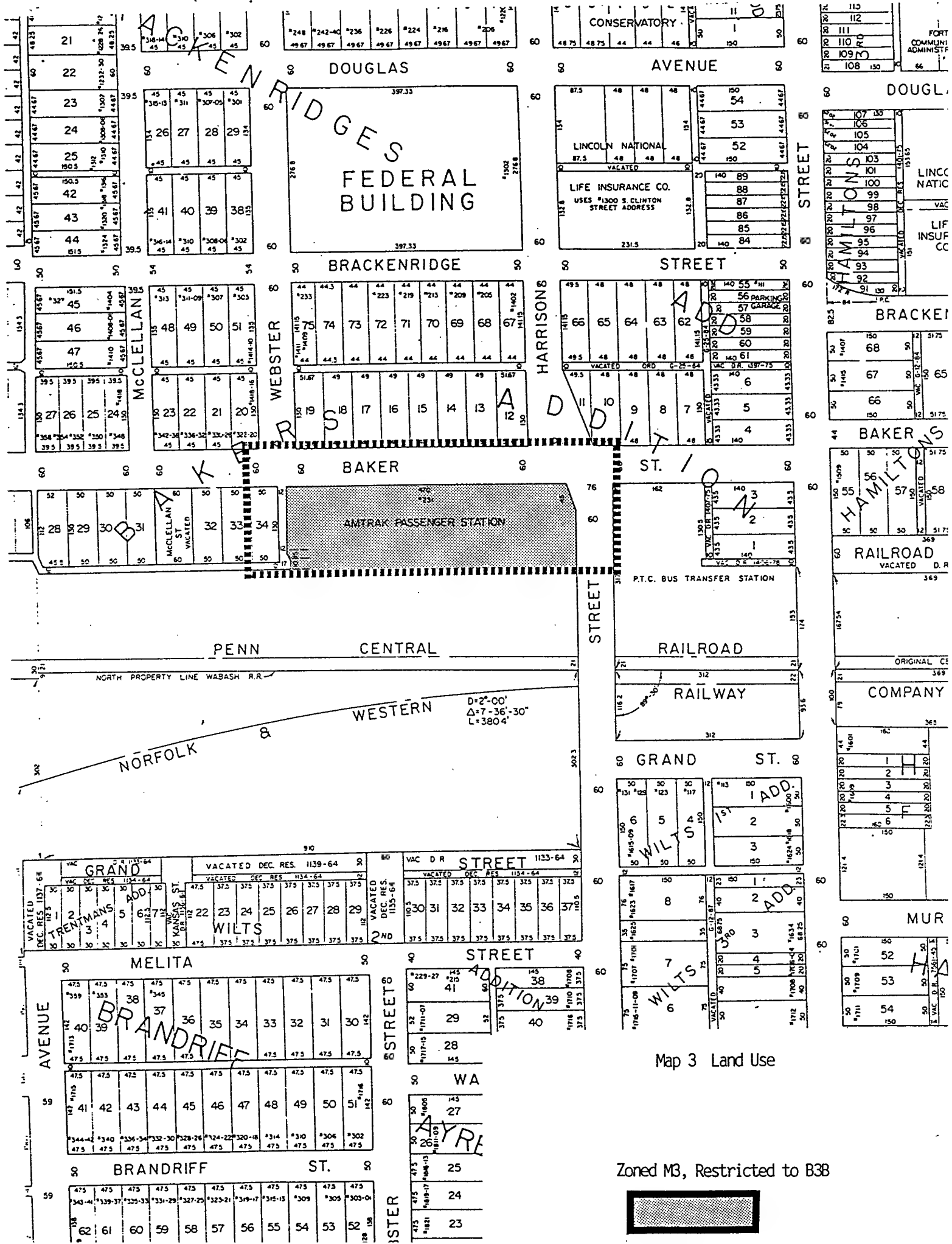
VII. PROCEDURE FOR CHANGING THE URBAN RENEWAL PLAN

The urban renewal plan may be modified or varied at any time by a resolution of the Redevelopment Commission, in accordance with then applicable Indiana law.











## APPENDIX A

### LEGAL DESCRIPTION:

Lots 34, 36, 37, 38, 39, 40, 41, 42, Lot 35 except the west 12 feet, Lot 43 except the east 12 feet, also except that part of Lot 43 described as follows: Beginning on the north line of said Lot 43, west 16 feet from the northwest corner of the east 12 feet of said Lot; thence east 16 feet along said north line to said northwest corner; thence south 45 feet along the west line of said east 12 feet; thence northwesterly to the point of beginning; the vacated alley south of the above described Lots, vacated Webster Street, all in Baker's Addition to the City of Fort Wayne (Wayne Township, Section 11, Township 30 North, Range 12 East, Allen County, Indiana) as recorded in the plat thereof in the Office of the Recorder of Allen County, Indiana.

### PROPERTY DESCRIPTION:

The area subject to this designation consists solely of the station proper and the immediately surrounding grounds. The principal structure was erected in the Arts and Crafts style in 1912-1914. The two story station, with its cruciform plan, is clad in semi-glazed buff brick, originally trimmed in unglazed yellow terra cotta. A gabled main wing contains the concourse and is flanked by lesser wings on either side, a single story, flat-roofed area spans between the rear of the station and the retaining wall of the track elevation.

A mixture of classical and medieval "devices" comprise the exterior treatment of the building. The large arched window situated in the entry reflecting the barrel vaulted concourse, elaborately buttressed corners, parapetted gables, and pilasters on the side walls serve as dominate exterior features. The existing ornamental streetlights and brick-paved parking lots strongly contribute to historical orientation of the station.

### SYNOPSIS OF SIGNIFICANCE:

The significance of the Baker Street Station lies in its association with Fort Wayne's historical and architectural development. For the purpose of this review, staff has evaluated this significance based on the criteria for local district designation set forth in Article III, Section 14.5-5 (d) of the City's historic preservation ordinance.

Section 14.5-5 (d) (1) (a): Has significant character, interest, of value as a part of the development, heritage, or cultural characteristics of the city, state, or nation; or is associated with the life of a person significant in the past:

The Pennsylvania Railroad played an important role in the development of Fort Wayne. In 1854, a locomotive of the Pennsylvania Railroad arrived on the Wabash and Erie Canal to provide the city with its first railroad service. In 1859, the Pennsylvania built the city's first train station, an Italianate structure on the north side of the tracks between Clinton and Calhoun Streets. To the east of that depot, there stood the Pennsylvania Car Shops, where the railroad built locomotives and passenger cars after 1857. The shops were expanded several times: in 1863, 1882, 1903, and 1918. The shops employed more than 1000 men at one time, making one of the city's major employers well into this century. Though the city was also served by three other rail lines during this period, each of which had its own station, no other railroad had the impact on local development as did the Pennsylvania Railroad.

Though the rail corridor had initially been to the south of the city, by the Civil War, the importance of the railroads as links to the outside world, and the establishment of a number of industries along the tracks, had led to the southward expansion of the Central Business District along Calhoun and Harrison Streets. After a local trolley system was inaugurated in 1881, a number of streetcar suburbs began to develop south of the tracks. In 1909, the Pennsylvania and Wabash Railroads announced plans to elevate their tracks along the south side of downtown Fort Wayne. While local leaders urged the creation of a new union terminal, the railroads planned separate stations. By 1913, when the elevation was well underway, the Wabash had completed a new depot on the south side of the tracks, between Harrison and Calhoun Streets. At this same time, the Pennsylvania Railroad was being constructed at its present location on Baker Street. When it opened on March 23, 1914, Pennsylvania Station was visited by 10,000 people and was announced as being the largest and grandest of the city's four stations.

Today, Fort Wayne's railroad stations and other properties associated with that industry, including the Pennsylvania Car Shops, have succumbed to demolition. Therefore, the former Pennsylvania Railroad Station stands as the city's most formidable symbol of the contributions made to local development by the Pennsylvania Railroad.

Section 14.5-5 (d) (1) (c): Exemplifies the cultural, political, economic, social, or historic heritage of the community:

Through most of this century, Pennsylvania Station was the principal gateway used by travelers arriving in Fort Wayne. During World War II, the station saw its greatest use; an estimated 3,000 people passed through the depot on a daily basis. The servicemen

who awaited trains could do so in a U.S.O. canteen that was set up in the former men's lounge area on the east side of the main concourse.

The station was also the scene of many social and political events which were special to Fort Wayne residents. Major political candidates, including every U.S. President from Harding to Eisenhower, made whistlestops at the depot to deliver campaign speeches. On at least one occasion, in 1952, the main concourse was used as a setting for a dance sponsored by railroad employees. But perhaps the most common source of recent memories associated with the station was the annual arrival of Santa Claus at the depot on the day after Thanksgiving. This annual event was sponsored by the largest downtown department store, Wolf and Dessauer, from 1945 through the 1950's. A related event was the "Santa Claus Special", a train excursion from Fort Wayne to Chicago that was sponsored for several years by local radio station WOWO in the late 1950's.

To some, these social and political events seem small and irrelevant in comparison similar events on a national scale. However, these occurrences were observed with anticipation and pride by local citizens during the middle decades of this century.

Section 14.5-5 (d) (2) (d): Is the work of a designer of such prominence that such work gains its value from the designer's reputation:

The Pennsylvania Railroad Station was designed in the Arts and Crafts style by the nationally recognized firm of Price and McClanahan. William Price created a unique personal expression which combined elements of historical styles in a new manner. Price designed some two dozen stations from the Western division of the Pennsylvania Railroad; of those only the major stations at Fort Wayne and Canton, Ohio are extant, along with smaller buildings at Plymouth and Hartford city in Indiana. Perhaps his largest surviving work is the train shed added as a part of a 1916 renovation to Indianapolis's Union Station. Price is otherwise notable as a designer of major resort hotels, including the Bienenheim (1905) in Atlantic City, New Jersey, which were demolished in 1978 and 1972, respectively.

The station's architectural significance, through its connection with designer William Price, is strengthened as one of the last primary, extant examples of his work. In staff's opinion, additional documentation could substantiate the building's significance on a national scale.

Section 14.5-5 (d) (2) (f): Contains any architectural style, detail, or other element in danger of becoming extinct:

In correlation with the significance associated with Price, the Station stands as a unique representative of Craftsman-style architecture in the city. Part of the building's singular stylistic quality derives from Price's incorporation of

historically based architectural elements. By far the most notable of these is the imposing Thermal (Dioclecian) window which denotes the primary entrance, along with smaller versions in the east and west gables. These windows are reminiscent of early classical designs revived by Palladio in the 16th century and used extensively in more recent neo-classical periods. The Pennsylvania Railroad Station is by far Fort Wayne's most notable, if not the only, example of this uncommon combination of classical and Craftsman design elements.

Section 14.5-5 (d) (2) (g): Owing to its unique location or physical characteristics, represents an established and familiar visual feature of the neighborhood or the city:

Given the station's location on Baker Street, the building is recognized as a visual landmark and anchor to the city's Central Business District. Despite the relocation of rail service away from Fort Wayne, the station continues to represent an established and familiar feature in the CBD. Loss of this feature would ultimately create a serious void in the vista which currently exists in the southwest sector of downtown Fort Wayne.

Read the first time in full and on motion by GiaQuinta, seconded by \_\_\_\_\_, and duly adopted, read the second time by title and referred to the Committee on Finance (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at the Common Council Conference Room 128, City-County Building, Fort Wayne, Indiana, on \_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., E.S.T.

DATED: 8-11-92

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by GiaQuinta, seconded by \_\_\_\_\_, and duly adopted, placed on its passage. PASSED ~~lost~~ by the following vote:

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	<u>9</u>			
BRADBURY	<u>✓</u>			
EDMONDS	<u>✓</u>			
GiaQUINTA	<u>✓</u>			
HENRY	<u>✓</u>			
LONG	<u>✓</u>			
LUNSEY	<u>✓</u>			
RAVINE	<u>✓</u>			
SCHMIDT	<u>✓</u>			
TALARICO	<u>✓</u>			

DATED: 8-25-92

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL)

(SPECIAL) (ZONING) ORDINANCE RESOLUTION NO. Q-40-92  
on the 25th day of August, 1992

ATTEST:

(SEAL)

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Thomas E. Henry  
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 26th day of August, 1992, at the hour of 1:30 o'clock P. M., E.S.T.

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 28th day of August, 1992, at the hour of 6:00 o'clock P. M., E.S.T.

PAUL HELMKE  
PAUL HELMKE, MAYOR





## MEMORANDUM

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TO: Members of the City Council

FROM: Greg Purcell *GP* Director, Community & Economic Development

DATE: August 5, 1992

SUBJECT: Establishment of the Baker Street Urban Renewal Area

### BACKGROUND

*Q-92-08-06*

Efforts to redevelop the Baker Street Train Station date to 1986 with the preparation of a City-commissioned feasibility study to convert the Station to a mass transportation center. In later years, ARCH attempted to get a development project underway involving the International Education Center from Tokyo, Japan. The Station was vacated by Amtrak in the fall of 1990, and was soon thereafter designated a local historic landmark to protect the building from imminent demolition by its then-owner, Conrail. The Redevelopment Commission assumed ownership of the Station in the spring of 1991, and has been actively seeking a private developer for the property. The Commission is spending approximately \$250,000 of the City's 1990 Community Development Block Grant allocation to stabilize the Station and make it more marketable for development. The Redevelopment Commission adopted Declaratory Resolution 92-65 on July 20, 1992, tentatively establishing the Baker Street Urban Renewal Area. The Fort Wayne Plan Commission issued its approving order on July 27, 1992.

### HIGHLIGHTS OF PROPOSED ORDINANCE

The proposed ordinance is being introduced pursuant to Indiana Code 36-7-14-16, which requires Council approval of the Redevelopment Commission's Declaratory Resolution. Upon passage of this ordinance, the Commission will fulfill the remaining statutory requirements necessary to create the Baker Street Urban Renewal Area. Establishment of the Urban Renewal Area will enable the Commission to offer incentives, funded through tax increment revenues, to prospective Train Station developers.

**RECOMMENDATION**

We recommend that the Council adopt the attached ordinance, approving the Redevelopment Commission's Declaratory Resolution. The establishment of the Baker Street Urban Renewal Area will give the Redevelopment Commission the option of generating tax increment revenue from a development project at the Station. Such revenue may be key in making a project economically feasible for a private developer.

Admn. Appr. \_\_\_\_\_

**DIGEST SHEET**

**TITLE OF ORDINANCE** Baker Street Urban Renewal Area

**DEPARTMENT OF REQUESTING ORDINANCE** Redevelopment

**SYNOPSIS OF ORDINANCE** Indiana Code 36-7-14-16 requires Council approval of the Redevelopment Commission's Declaratory Resolution 92-65, adopted July 20, 1992. The Declaratory Resolution tentatively established the Baker Street Urban Renewal Area. The Plan Commission issued its approving order on July 27, 1992. The Urban Renewal Area enables the Redevelopment Commission to offer tax increment-funded incentives to prospective developers of the Train Station.

92-08-06

**EFFECT OF PASSAGE** The Redevelopment Commission will fulfill the remaining statutory requirements necessary to create the Baker Street Urban Renewal Area.

**EFFECT OF NON-PASSAGE** The Redevelopment Commission cannot proceed with the establishment of the Urban Renewal Area.

**MONEY INVOLVED (Direct Cost, Expenditures, Savings)** None

**ASSIGNED TO COMMITTEE (J.N.)** \_\_\_\_\_

BILL NO. R-92-08-06

REPORT OF THE COMMITTEE ON  
FINANCE

MARK E. GIAQUINTA, CHAIR  
DONALD J. SCHMIDT, VICE CHAIR  
EDMONDS, RAVINE

WE, YOUR COMMITTEE ON FINANCE TO WHOM WAS

REFERRED AN (~~ORDINANCE~~) (RESOLUTION) RATIFYING AND APPROVING  
DECLARATORY RESOLUTION 92-65 OF THE FORT WAYNE REDEVELOPMENT  
COMMISSION AND THE APPROVING RESOLUTION OF THE FORT WAYNE  
PLAN COMMISSION

HAVE HAD SAID (~~ORDINANCE~~) (RESOLUTION) UNDER CONSIDERATION  
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID  
(~~ORDINANCE~~) (RESOLUTION)

DO PASS

DO NOT PASS

ABSTAIN

NO REC

*D Schmidt*  
*Robert Levine*  
*C R Edmond*

DATED: 8-25-92.

Sandra E. Kennedy  
City Clerk